

# THE BERNESE ALPINE RAILWAY BERNE - LÖTSCHBERG - SIMPLON

ILLUSTRATED GUIDE  
TO THE BERNESE OBERLAND  
AND THE OBERWALLIS  
VIA THE LÖTSCHBERG RAILWAY

WITH MAPS

PUBLISHED BY THE BERNESE  
ALPINE RAILWAY COMPANY







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## INTRODUCTION

Of all countries attracting the tourist and that constant throng either of people in search of delightful and idyllic natural surroundings with their refreshing and strengthening quietude, or of those who like to be under the influence of the sublimity and grandeur of the Alps, Switzerland still holds first place. But, in no part of Switzerland is there to be found in so small a compass so rich a store and so infinite a variety of natural beauty as in the Bernese Oberland, that classical country for travellers and the goal of nearly all visitors to Switzerland.

One moment it is the majesty of the Alps, revealed here in all its mighty splendour, that holds the traveller spellbound, at another the beautiful Alpine valleys or the blue lakes which, by their charm, give ever renewed pleasure to the lover of nature. Nowhere else is nature so accessible to traffic and to sight-seers as here in the Bernese Oberland which possesses numerous mountain railways and which, by means of the Wengern Alp Railway and the Jungfrau Railway, has rendered accessible, not only that culminating point of the Alps, the Jungfrau, but also Mönch and Eiger (almost to the top of these peaks) and has further penetrated into the heart of the glacier world to a height of over 11000 ft. above sea level.

The Bernese Oberland comprises Lake Thun and Lake Brienz together with their beautiful banks which extend up to the highest crests and peaks of the chain of the Bernese Alps from the Grimsel to the valley of the Simme.

In the centre of this veritable casket of Switzerland lie, on the one hand, Lauterbrunnen and Grindelwald, at the foot of the Jungfrau, Schreckhorn and Wetterhorn group, and, on the other hand, Kandersteg at the foot of the Bluemlis-Alp group.

In 1913 Kandersteg was rendered more easily accessible by the construction of a line connecting it with the Swiss network

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of railways. In July of this year the Frutigen-Kandersteg-Brigue line was opened for traffic and almost simultaneously the centralisation of some of the most important traffic systems of the Bernese Oberland was accomplished by the amalgamation of the Lake Thun Railway Company, the Lake Thun and Brienz Steamship Company and the Spiez-Frutigen Railway Company with the more recent Bernese Alpine Railway Company, which latter gave its name to the new undertaking.

The Bernese Alpine Railway now stretches from Thun to Interlaken, and to Bönigen on Lake Brienz, and from Thun via Spiez, Frutigen, Kandersteg and Goppenstein as far as Brigue in Oberwallis. Communication between the villages on the banks of Lake Thun and Lake Brienz, as far as Brienz, is carried on by the Company's Steamboats and in addition by the Electric Tramway between Thun and Interlaken and the railway on the right bank of Lake Brienz.

The most recently completed stretch of this branch line, the real "Alpine Railway" with its long tunnel through the "Lötschberg" has furnished the line with the short but significant title, the "Lötschberg Railway".

The Lötschberg line occupies a rather peculiar position among the great Alpine Railways. Starting at Thun in the Bernese Oberland it traverses a distance of 84 kilometres and ends at Brigue in Wallis. It is in no sense an international line like the Simplon Railway which connects Switzerland with Italy. The Bernese Alpine Railway has achieved its position of great international importance by reason of its having shortened a European Line of communication through its connection with the Simplon Railway which leads directly to the long Brigue-Iselle tunnel. Thus, a large number of Swiss, German and French towns, in addition to the Bernese Oberland so largely patronized by tourists, are brought considerably nearer to the large commercial towns of Northern Italy, namely Milan, Genoa, Turin and Venice. The extent to which the Lötschberg Railway has shortened journeys is realised by the fact that the journey from the Bernese Oberland to Italy via Spiez-Kandersteg has been reduced by three hours for express trains and by five hours



for ordinary passenger trains, as compared with formerly. The saving effected in railway fares is also considerable.

The Lötschberg Railway fully deserves the attribute of a technical master-piece. The line consists of a number of imposing feats of engineering skill. It is further the first Alpine Railway and certainly the first line of importance, almost equalling the St. Gothard Railway in this respect, to be electrically driven, not merely in sections but throughout its entire length. When the railroad was started there was no electric power to be found here. Generating stations had therefore to be erected and these supply the necessary current. Locomotives, larger and more powerful than any steam-engines used in Europe were built, capable of hauling a weight of 310 tons (by international agreement the maximum weight of a train) up a gradient of 27 : 1000; a similar performance with steam necessitates the employment of two of the most powerful locomotives at present in use. The great Lötschberg tunnel is in itself unique inasmuch as its length of over 9 miles is not constructed in a straight line, in fact at either end the line shows very considerable curves. Neither here nor in the other 34 tunnels of the line are passengers inconvenienced by smoke. This nuisance is not always perceptible when running in the open, but the absence of smoke, while travelling amid beautiful scenery, is noticeable and praiseworthy beyond words.



# **GEOGRAPHICAL DESCRIPTION OF THE COUNTRY SERVED BY THE BERNESE ALPINE RAILWAY (LÖTSCHBERG RAILWAY)**

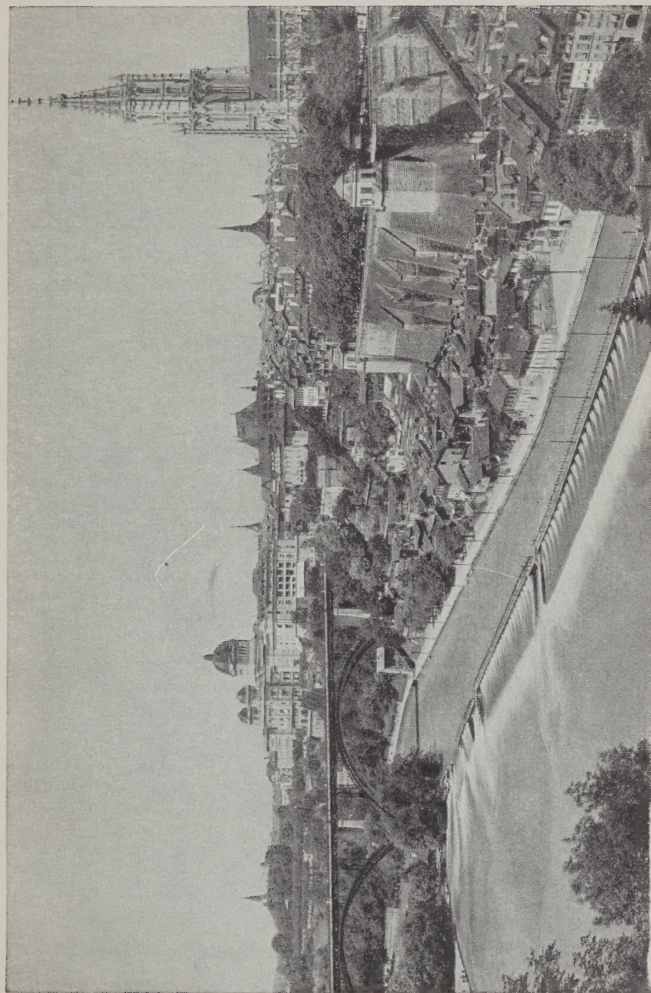
The Lötschberg Railway starts at the threshold of the Bernese Oberland in Thun. The most important town for traffic in transit to the Bernese Oberland via the Lötschberg Railway is Berne, the Federal City, where the Head Offices of the Bernese Alpine Railway are also situated.

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## **BERNE, THE FEDERAL CAPITAL.**

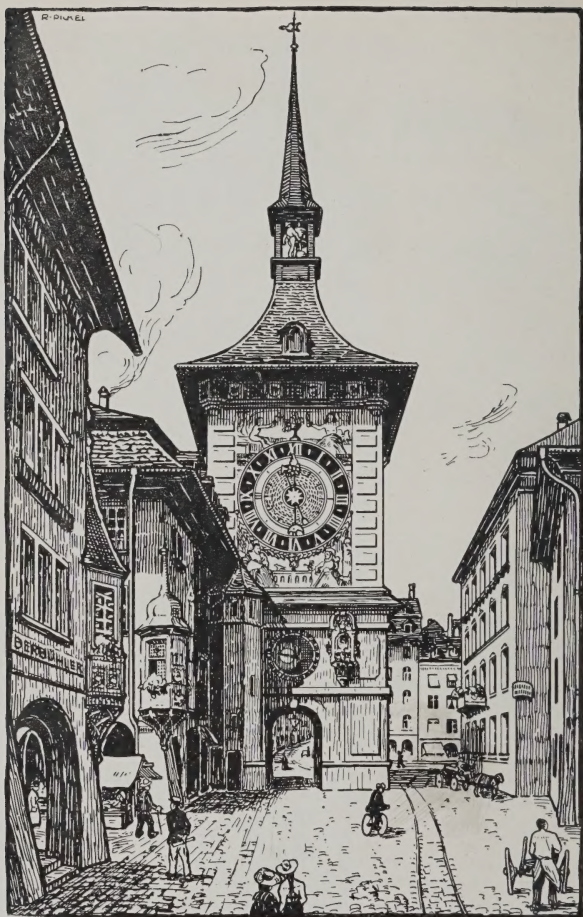
The first impression of the expectant summer traveller to Berne, that green city surrounded by the winding river Aar, is that of a town in a picture which, in the course of centuries, has developed on a medieval ground-work and is composed of a mixture of ancient and modern parts, of quarters which are entirely medieval in their character and others which are quite modern and up-to-date. The Minster dominating the city is at once a typical instance. The Cemetery or Minster Terrace, now covered with chestnut trees, was started in 1434, while the foundation of the Church building dates still further back to 1421. On the other hand, the dome has been restored on quite modern lines, it having been in fact completed as recently as 1896. The town originated in the time of Berchtold V by whom it was founded. It was also he who fortified Burgdorf, Milden (Moudon), and Thun. The fortress of Berne was intended to command the hinterland at the foot of the Alps, an aspect which





Phot. Ryffel, Zürich.

Berne with Parliament Building and Cathedral.



R. Pickel, fec.

The Clock Tower at Berne.



can be seen by the visitor to Berne in one magnificent and comprehensive view. Although these original fortifications are only to be found in fragments in modern Berne, the turret gates, the aspect of the streets, buildings, arcades and fountains preserve its medieval character to an extent seldom found in other towns in Switzerland.

More recently a number of quarters have sprung up around the centre of the old town which show an entirely new style of house-construction and with the erection of the Government Buildings of the Confederation and the Federal Parliament Buildings the appearance of part of the old town has undergone a complete change. These Federal Buildings with their wide frontages and generally heavy construction are, together with the Minster, notably conspicuous in the view of the town from the South. Worthy of a visit, too, is the magnificent Parliament house of the state of Berne built in the Burgundian late Gothic style. Among other sights which the visitor should not miss, we may mention the several bridges over the Aare with their interesting views, the peculiar lay-out of the streets, the Arcades and interesting public fountains; then the Bear-Pit, numerous monuments such as the Weltpostdenkmal, Zähringerdenkmal, Erlachdenkmal and Bubenbergsdenkmal, the Stämpfli- and Hallerdenkmal, the University Buildings, Natural History Museum, the Art Museum and Art Gallery, Alpine Museum, Historical Museum, Casino, Theatre, the Kursaal Schänzli, Public Library, the Granary with its cellars, the Industrial Museum and the Church of the Holy Ghost.

The Clock Tower of Berne with its moving figures is not among the least of the interesting sights in this city, for it was from this point that the mensuration of all streets in the Canton was undertaken.

The numerous branch railways offer facilities for the full enjoyment of short or long walks in the environs of Berne. A favourite health resort is the Gurten from which beautiful views may be obtained; it is situated on the South side of the town and may be reached from Wabern by an electric cable tramway.

Berne is one of the most important railway centres in Switzerland. The following lines meet here :

from Marseilles and Lyons via Geneva, Lausanne and Fribourg,

„ London and Paris via Dijon, Pontarlier and Neuchâtel,

„ Besançon via Chaux-de-Fonds and Neuchâtel,

„ London and Paris via Laon, Nancy, Delle and Bienne and via Basel-Olten-Burgdorf,

„ South-Western Germany via Basel-Olten-Burgdorf,

„ East Germany and Austria via Waldshut, Schaffhausen, Romanshorn and Buchs-Zurich-Olten.

All these lines run trains in connection with those to the Bernese Oberland; to Interlaken, the centre of the world-renowned Bernese Oberland, and more particularly over the new Alpine Railway Berne-Lötschberg-Simplon via Thun-Spiez-Frutigen-Kandersteg-Brigue to the Wallis; to the imposing mountain districts of Saas-Fee, Zermatt, Leuk, Montana, Vissoye, Arolla, Evolena, Fiesch, Gletsch, Furka, Grimsel etc.; to the Simplon; to Domodossola; to the lovely Lake Maggiore with the beautiful Borromean Isles; to Arona, Baveno, Pallanza and Stresa; to Milan, Bologna, Venice, Turin, Genoa, Florence, Rome and the many other ancient abodes of Culture and Art in Italy.

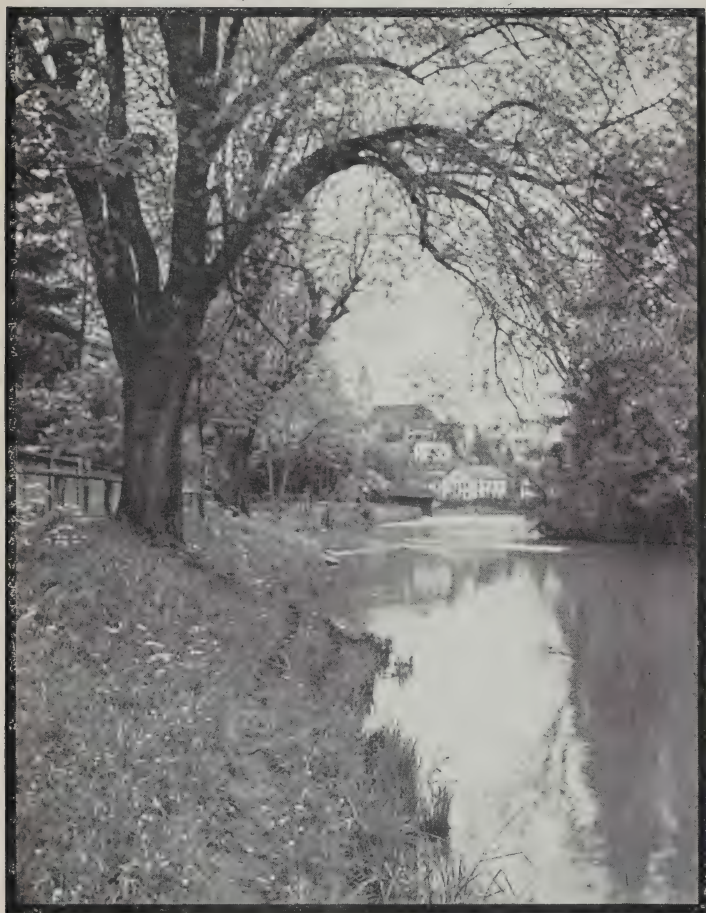
## FROM BERNE TO THUN.

Two railway lines connect Berne with Thun, one via Münsingen and the other via Belp. Both lines are electrically driven and, though the route via Münsingen is the shorter, the alternative route via Belp gives the traveller a greater variety of scenery as it traverses the beautiful and picturesque valley of the Gürbe. The tourist, who prefers scenes of quiet natural beauty to rapidity of travel, will be well advised to choose the route via Belp.

## THUN.

Thun, the first station on the Bernese Alpine Railway, forms the entrance gate to the Bernese Oberland and is an important health-resort. Originally it is supposed to have been a Celtic





Phot. Nydegger, Berne.

Near Thun.



Phot. Nikles, Interlaken.

Thun with the Alps.



settlement (Dunum) from which Lake Thun takes its name. This lake has a length of 12 miles, an extreme width of nearly two miles at Merligen-Faulensee and a maximum depth of 700 ft. The characteristic blue of its waters enhances the beauty of its delightful shores from which a wonderful panoramic view of the Alps is obtained.

Like Berne, the town is of peculiar construction. The centre of the town shows signs of medieval occupation; traces of medievalism are also to be found in the defiant Zähringer Castle and in the flights of the partly covered-in steps which have been constructed between high rows of houses leading to the higher parts of the town, also in the drive from the Laui Gate to the Castle, in the church and Castle Terrace and in the Town Hall. As the higher ground, where the hotels are situated, is reached, the beauty of the landscape increases and holds the attention of the traveller. It is in this neighbourhood that the Aare flows out of Lake Thun, widening out at first and then dividing into two arms, thereby imparting to the town a picturesqueness which is still further increased by the graceful style of the architecture of the terraces on the Schlossberg. Many famous visitors have made the acquaintance of the beauties of Thun and sung its praises, such as Gœthe, Alexander von Humboldt, Heinrich von Kleist, Johannes Brahms and Viktor Scheffel, not to mention the thousands of visitors whose names are unrecorded. From time immemorial Thun has been renowned as an important stopping place for travellers to the Oberland. Its "Freienhof" is one of the oldest inns in this part of Switzerland. Originally an ancient sanctuary, where fugitives could find refuge from their pursuers, it was at one time a court of justice and also a warehouse, but more recently this "Frei-Hof" (free court) has been converted into a refuge of the most modern type. As a health resort Thun dates from 1835 in which year the "Belle Vue" private hotel was opened and a steamer of the same name started running on Lake Thun. The era of large hotels commenced with the erection of the "Thunerhof" situated in its own grounds and commanding extensive views. Immediately other comfortable hotels and boarding houses sprang up

on all sides until to-day Thun is a veritable Eldorado, catering for all classes and able to satisfy the most fastidious. A favourite rendez-vous of summer visitors to Thun is the Kursaal, recently erected in a fine position near the steamship landing stage overlooking the basin of the Aare. It is also a recognized and favourite place of interest for visitors to the health resorts on the Lake.

Thun also forms the entrance gate to the Oberland Riviera which, on account of the mildness of its climate in early spring and late autumn, boasts quite a large number of visitors. The health resorts forming this so-called Riviera, viz, Hilterfingen, Oberhofen, Gunten and Merligen, are connected with Thun and Interlaken by a service of steamers plying on the Lake and also by an electric tramway.

## FROM THUN TO SPIEZ.

We have the choice of two routes; either the electric trains of the Bernese Alpine Railway or the steamers on Lake Thun, which were taken over by this Railway in 1912.

The first place to be reached is Scherzligen in the vicinity of the beautifully situated castle Schadau where, pending the re-construction of the Thun Railway Station, passengers, wishing to travel from Thun to Spiez or Interlaken by steamer, have to change. All tickets issued via Thun and Spiez are available between Thun and Spiez by either rail or steamer. The tourist who makes a stay in Thun may join the steamer at Thun-Hofstetten, the landing stage near the Kursaal.

From Scherzligen the line describes a big curve round the Western extremity of Lake Thun to Gwatt. On the left we see the beautiful snow-capped giants of the Oberland, Finsteraarhorn, Eiger, Mönch, and the Jungfrau, rising above the blue waters of the lake, and, near the proud and prominent dark Niesen-Pyramid, the mountains of the Bluemlis Alp Group, while in the West the massive crag of the Stockhorn stands out in bold relief against the sky. The train then slowly mounts higher and higher along the left bank of the lake. The peninsula



Photoglob Zürich.

Lake of Thun with Eiger, Mönch and Jungfrau.





Phot. Wehrli A.-G., Kitchberg-Zürich.

Spiez on Lake Thun with Justis Valley and Beatenberg.

jutting out into the water is the alluvial delta of the Kander and has taken 200 years to form. The line now crosses the gorge through which the Kander (1711-1714)—originally through an underground channel—ran into Lake Thun. It flowed previously behind the moraines of Strättligen into the plain of the Thun Allmend, and was the cause of frequent floods in the neighbourhood of Thun. On the left again is Einigen, situated amongst idyllic surroundings with its small and ancient church almost hidden by weeping willows.

Rising still higher we obtain a glorious view of the blue waters of Lake Thun and its flowering banks, and further, beyond the wooded mountain-sides of the right bank with the pretty villages of Hilterfingen, Oberhofen, Gunten, Sigriswil and Merligen, all of which enjoy a reputation as health resorts. Shortly before reaching Spiez the train runs behind a wooded mountain of rock only to emerge as suddenly and place before our eyes a view of a health resort picturesquely situated on a bay, a charming view of the lake itself and a particularly imposing panorama of the mountains on the further shore, the peak Fluh and the Rothorn of Sigriswil, the Niederhorn with Beatenberg and the Gemmenalp peak, and between them the village of Merligen at the end of the Justis Valley.

## FROM THUN TO SPIEZ BY STEAMER.

The tourist who elects to travel from Thun to Spiez by steamer will have an equally enjoyable journey. Soon after leaving, the river widens for a short distance and we steer past the miniature Church of Scherzligen and the beautifully situated Castle Schadau into Lake Thun and are brought to the Riviera of the Bernese Oberland. No other lake in Switzerland can offer such a panorama of Alpine Scenery nor so splendid a collection of mountain peaks. Imposing distant views with the most charming landscapes are obtained and glimpses of ancient castles alternate with those of more modern construction, while dotted about are villas and dark looking woods. Then we reach Hilterfingen with its prettily situated church, imposing

Oberhofen with its beautiful castle, peaceful Gunten and, higher up, ideal Sigriswil. The steamer then crosses the blue waters of the Lake bringing us to Spiez where a tram connection conveys us in a few minutes to the railway station situated 230 ft. above the Lake.

The journey by steamers from Thun to Spiez affords a very pleasant alternative route to the traveller who wishes to enjoy this wonderfully picturesque scenery and is fortunate enough to have time to do so.

## SPIEZ.

There is a breath of ancient poetry about Spiez, this little town to which has been allotted so important a part in the traffic of to-day. The legend runs that Rudolf II, King of the Burgundians, on giving up Strättligen Castle near Einigen, erected a residence at Spiez on the edge of the Lake and called it the "Golden Court" while the country round about was known as the "Golden Air". The neighbourhood of Einigen was "Paradise". We may the more readily believe this poetical conception of the former land owners since, for instance, Heinrich von Strättligen has been immortalised in the list of the minnesingers of the famous "Mannessian" manuscript, in name, picture, and song. In the 13<sup>th</sup> Century the Castle of Spiez was in possession of the Lords of Strättlingen. When they were reduced to poverty this beautiful property was taken possession of by the famous Bernese Knights of Bubenbergh who were related to the Strättligen family. Later it was transferred to the von Erlach family in whose hands it remained until Spiez became a health resort. It was the last owner of the Castle in that family who made Spiez really known as a health resort by erecting one of the first and largest hotels in the place.

From the railway station over-looking the village we obtain a beautiful panoramic view of the Lake and mountains and also of Spiez itself, rising gently from the bay. Spiez is dominated by the mighty Niesen up which runs a funicular railway from the village of Mülenen. From the Niesen a most imposing



view is obtained of the lake, the mountains and the surrounding country.

At a distance of less than an hour from Spiez, 900 feet above the level of the Lake of Thun is situated the charming village of Aeschi. It stands on the top of a hill from which the view stretches over the Lake and over the Frutigen Valley to the South. Aeschi is a favourite excursion of visitors to Spiez and the adjoining health resorts.

## **SIMMEN VALLEY AND SAANEN LAND.**

From Spiez an electric railway leads to Erlenbach and Zweisimmen in the Simmen Valley. In this valley the much renowned Simmenthal speckled cattle are bred. There are also two excellent baths in the Simmen Valley, which have obtained world-wide renown, the baths of Weissenburg and Lenk. Weissenburg enjoys the reputation of a model medical establishment. Its medicinal springs (26° gypsum thermals), frequented for many centuries, are beneficial for diseases of the respiratory organs. Lenk in the upper Simmen Valley, is renowned for its strong sulphur and iron springs. The so-called Balmspring is considered to be one of the richest in sulphurous water of Europe. The waters are used for drinking purposes, as also for baths and inhalation cures in case of diseases of the respiratory organs as well as of stomach-complaints and cutaneous diseases.

On account of their sheltered situation, the summer resorts in the Simmen Valley and Saanen Land are particularly suited for people in search of repose and recreation. Erlenbach is especially popular, and next in favour come Grimmelalp in the Diemtig Valley, Weissenburg, Zweisimmen and Lenk. From Zweisimmen it is possible to cross the Saanenmöser—the watershed between the Simmen and Saanen Valleys—to Gstaad and Saanen (two well-known summer resorts in Saanen Land) by the Montreux-Bernese-Oberland Electric Railway, and then proceed, via Château-d'Œx, Montbovon and Les Avants to Montreux on the Lake of Geneva.



Map of the Lake of Brienz  
and the Bernese Oberland- and Jungfrau Railway



Phot. O. Nikles, Interlaken.

Interlaken and the Jungfrau.





Phot. Nikles, Interlaken.

Grindelwald and Wetterhorn in Winter.

## FROM SPIEZ TO INTERLAKEN.

The steamer again crosses the lake in order to reach Merligen, a quiet health resort at the foot of the Fluh peaks and right at the entrance to the Justis Valley. Further along, on the same bank, is Beatenbucht, connected by funicular-railway with the beautifully situated mountain health resort, Beatenberg (3750 ft.). We next round a rocky promontory and, making our way under the shadow of the Beatenberg, reach the landing stage at Beatushöhlen, finally arriving at the upper extremity of the Lake and the Ship Canal through which we steer slowly to Interlaken. The course of the steamer is sometimes altered to include a call at Leissigen, a pleasantly situated village on the left bank of the Lake. From Beatenbucht a main road, high above the lake and similar to the famous Axen Road on the Lake of Lucerne, leads through tunnels to the Beatus Caves and on towards Interlaken. The Beatus Rock Caves are very extensive and most interesting. They are several hundred yards long with properly constructed paths, bridges and steps, and are illuminated by electricity; altogether one of the most interesting sights among the many surprising beauties and remarkable objects of interest to be met with in the Bernese Oberland.

From Spiez to Lake Thun the line of the Bernese Alpine Railway follows the left bank of the Lake and in succession we reach the health resorts of Faulensee, Leissigen, Därligen and eventually the metropolis of Interlaken. The Lötschberg line branches off at Spiez and leads to the Wallis country via Frutigen and Kandersteg and through the long Lötschberg tunnel to Brigue on the Simplon line.

## INTERLAKEN.

Interlaken is an touristic centre and is among the most renowned of European health resorts. As its name implies it lies "between the Lakes" (Thun and Brienz), on the plain known as the Böödeli at the entrance to the world-famous valley of Lauterbrunnen and is the natural centre of the Bernese

Oberland. The place is elegantly laid out and offers an infinite variety of attractions; there is an almost inexhaustible choice of walks and excursions in the neighbourhood, while as a centre for mountain climbing it is unsurpassed, both high and intermediate chains of mountains being readily accessible. Heimwehfluh, Harder, the Justis Valley, Spiez, etc. Lake Brienz with Bönigen; Iseltwald, Giessbach, Brienz, Meiringen, Grimsel, Brünig, Grindelwald, the Great and Little Scheidegg, Schynige Platte, Lauterbrunnen, Mürren, Wengen, Wengernalp, Scheidegg with the stations Eigergletscher, Eismeer and Jungfrauoch on the Jungfrau Railway—all these are but a few of the star numbers from the repertory of this international health resort. The social centre and meeting place is the handsome Kursaal.







Phot. Nikles, Interlaken.

The Niesen with the funicular railway.



Phot. Nikles, Interlaken.

Eiger, Mönch and Jungfrau viewed from the Niesen.

## FROM SPIEZ TO BRIGUE

### IN THE RHONE VALLEY (Wallis) BY THE LÖTSCHBERG RAILWAY

The Bernese Alpine Railway climbs gently from Spiez, above Lake of Thun, to the foot of the wooded slopes of the Hondrich hill, which it traverses by a tunnel nearly a mile long, and then emerges into the lowest of the three separate levels of the Kander Valley. This valley is approximately 27 miles long and on its way to the up-valley stations the line follows the course of the river Kander along the foot of the magnificent pyramid-shaped Niesen. This Alpine valley is remarkable for the attractive combination of extraordinarily picturesque contrasts in the landscape. Immediately on leaving the tunnel the Alpine splendour of the valley opens out before us. The beautiful picture is dominated by the Bluemlisalp corner, one of the seven peaks of the Bluemlisalp group. As far as Frutigen the valley is bounded in the West by the Niesen Range, in the East by spurs of the Morgenberg Peak and the Dreispitz and in the far distance by the Gehrihorn.

**Bad Heustrich**, the first station in the valley of the Kander and a health resort of some importance on account of its Alkaline Sulphur Springs, has developed into a Spa of the first rank since it first came into prominence in 1861, and patients now come here from all parts of Europe. The Ems system of treatment is carried out and is specially recommended for complaints of the stomach, throat and lungs.

At **Mülenen-Aeschi** is the station of the cable railroad up the Niesen, the mountain which dominates the whole of Lake Thun and is the most prominent peak of the Niesen Chain.

## THE NIESEN.

On account of the isolated position of the Niesen on Lake Thun and its situation between the valleys of the Kander and the Simme, the view obtainable from the summit is an exception-



ally fine one and embraces the Lakes, Mountain ranges and the Swiss elevated table-land. It can be climbed from either valley but the most convenient method is to take the funicular-railway. The valley station of the latter is about 2300 feet above sea level. The track has a gradient of up to 66:100 (just before Schwandegg and again outside the Kulm station), and is laid on the South side of the mountain. The line is over 2 miles in length and the journey to the summit occupies 50 minutes. It is an electric cable railroad and is divided into two sections, Mülönen-Schwandegg and Schwandegg-Kulm. At Schwandegg (5400 ft.) one has to change on to the other section. Each of the two cars has accommodation for 40 passengers. The line runs at first through Alpine meadows and woods. From Schwandegg already we obtain a magnificent view of Lake Thun lying at our feet and of the valleys of the Kander and Kien with their adjacent mountains. After a further enjoyable ride of 20 minutes the Kulm Station (7680 ft.) is reached, whence in a few minutes we arrive at the summit (7760 ft.) along conveniently railed-in paths. This wonderful look-out has been described by an English author as the finest observation point in the world. The view is considered by the older as well as by the younger writers, to excel even that from the Rigi. A good general view is obtained also of the Kander valley through which the Lötschberg Railway threads its way. The view from the Niesen over the elevated table-lands is considered equal to that obtained from the Faulhorn and Rothorn. The Niesen is one of the most frequently visited mountain peaks and the rays from its light-house shine far over the Bernese Land at night to remind the traveller of its great merits.

## REICHENBACH.

The next station on the Bernese Alpine Railway is the pleasant village of Reichenbach, a quiet summer health resort with interesting old peasants' cottages; it is here, too, that the mail coach picks up passengers for the higher Alpine regions of the



Phot. Wehrli A.-G., Kilchberg-Zürich.

Reichenbach with the Blümlisalp Group.

Wild woman

Morninghorn

White w



Phot. F. Rohr, Berne

Group of the Blümlisalp horn seen



n  
Blümlisalphorn



from the Bundstock (Hohtürli Pass).



Phot. Brügger, Meiringen.

Gspaltenhorn from Griesalp Kurhaus.

## KIEN VALLEY.

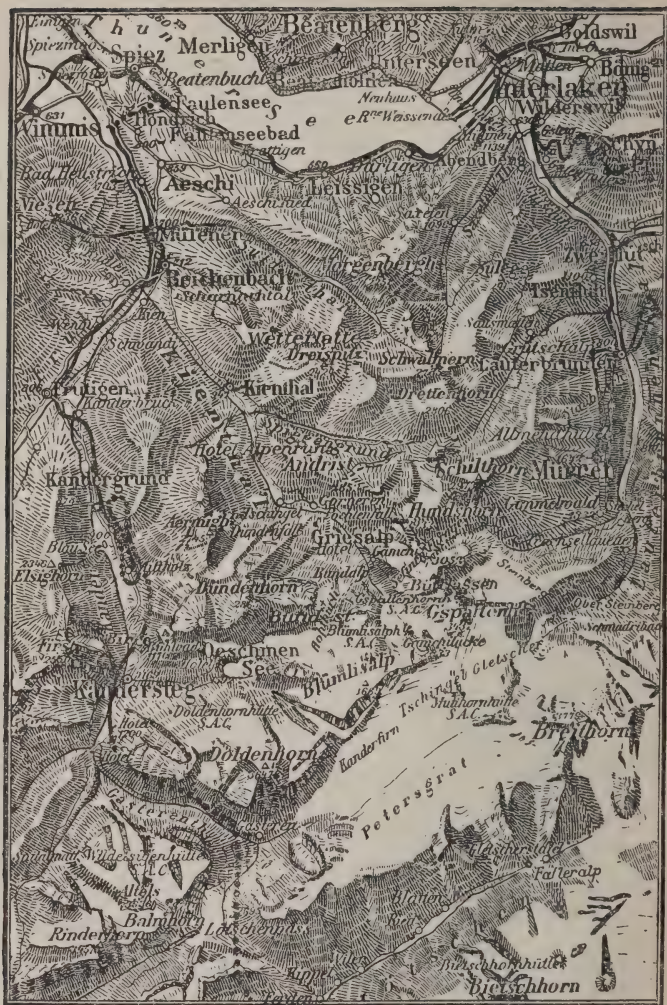
The road from here leads in steep winding curves to the upper level of the Kien Valley—a gem of Alpine scenery. The visitor is enthralled by the wonderful beauty of the valley and the snow-covered Bluemlis Alp which forms a majestic background to this green Alpine world. Basking in the sunshine of the country-side at the point where the valley widens, is the health resort Kiental, the actual key to the Passes over the Sefinenfurgge (Mürren) and Hohtürli (Kandersteg). Far back in the valley and immediately at the foot of the nearest Alpine spur, with its deep ravines, are the magnificent Falls formed by the Pochten and Dünden streams with grand gorges and chimes in the vicinity of the **Griesalp** sanatorium.

As far as the Kurhaus Griesalp a very fine carriage-way leads through woods, Alpine pastures and by roaring waterfalls.

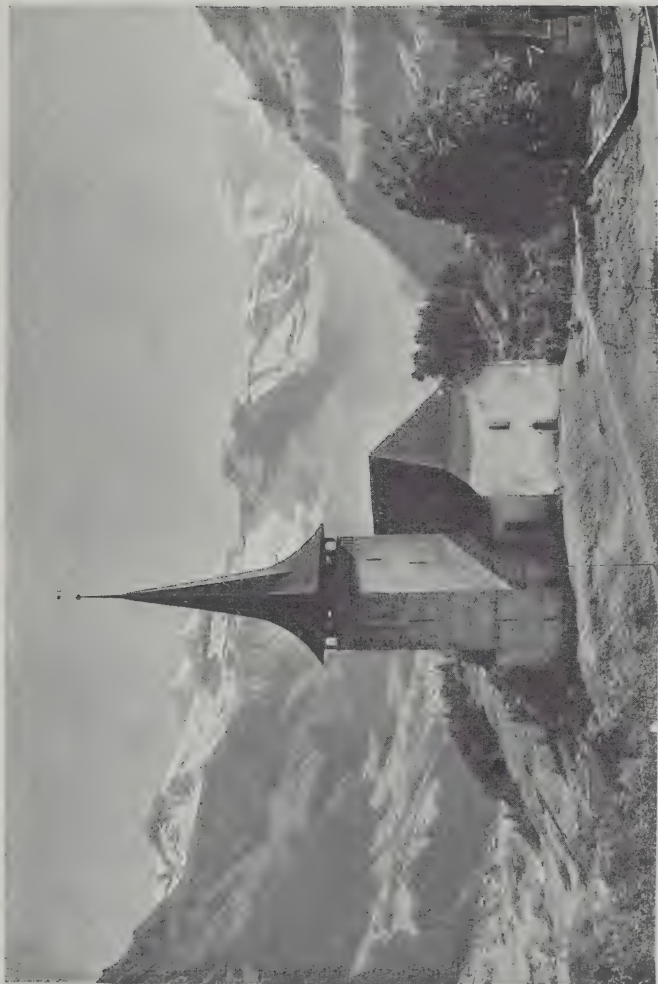
The Kurhaus Griesalp (1500 m. a. sea) forms with the hotels of the lower situated health resort Kiental (1000 m. a. sea) the starting point for a great number of extremely pleasant ascensions and walks over passes. To the former belong Aermighorn, Dündenhorn, Bundstock and the mountains of the Blümlisalp Group: Wilde Frau (3259 m.), Weisse Frau (3660 m.), Morgenhorn and Blümlisalphorn (3671 m.), at the foot of which is situated the Blümlisalp Club Hut of the Swiss Alpine Club (2781 m.), then Gspaltenhorn (3442 m.), and Bütlassen (3197 m.), for the ascension of which the Gspaltenhorn Hut (2400 m.) at the Gamchi Glacier, forms the starting-point, furthermore Schilthorn, Gross Hundshorn, Wild Andrist, Dürrenberg and Abendberg, Schwalmern, Dreispitz and First.

Over the Gamchilücke (Glacier Pass) the mountaineer reaches the Mutthorn Hut at the Mutthorn, from where the ascension of the mountains of the Petersgrat chain can be made i. e. Petersgrat, Tschingelhorn and Breithorn, whilst over the Kanderfirn the Gastern Valley and Kandersteg, and over the ice-covered Petersgrat the Lötschen Valley, and over the Tschingel Glacier the Lauterbrunnen Valley can be reached. An easier road is the Pass over the Sefinenfurgge (2616 m.), between Bütlassen and





Map showing a party of the Bernese Oberland between Spiez and Interlaken, Kandersteg and Mürren.



Photog'ob Berne.

Church of Frutigen with the Doldenhorn, Balmhorn and Altels.



Phot. Nikles, Interlake 1.

Adelboden with Wildstrubel.



Hundshorn in the latter part of the Kiental, from which there is an overwhelming view of the Jungfrau Group towards Mürren in the Lauterbrunnen Valley. Over the Hohtürli Pass (Blümlisalp Club Hut) we can descend to the Oeschinen lake and Kandersteg. Magnificent pasture-grounds, such as the Gornern, the Steinenbergalp and the Bundalp, in the immediate proximity of the Kurhaus Griesalp are frequently the aims of excursions.

The Kiental forms with the Spiggengrund, an original and natural secondary valley, a genuine pearl among the Swiss Alpine valleys. It can be considered as one of the most beautiful of them and, owing to its great natural beauties, exercises an ever increasing power of attraction.

With the beginning of the winter season at the Kurhaus Griesalp, the Kiental entered into the ranks of Winter sport places. The surroundings of the Kurhaus are particularly suitable for ski-ing and sleighing owing to its elevation and location.

## FRUTIGEN.

From Reichenbach the Bernese Alpine Railway leads to Frutigen, the most important place in the lower Kander district and situated at the confluence of the Engstligen stream from Adelboden with the Kander. The mighty peaks of the Doldenhorn, Balmhorn and Altels form a background to the valley and dominate it.

The village of Frutigen has quite a different aspect compared with the other Oberland settlements—except where these have been modernised to suit the requirements of its foreign residents—for the majority of its houses are built of stone. On several occasions the village has been partially destroyed by fire and after the last conflagration on 3<sup>rd</sup> August, 1827, it was decided to use stone in the re-construction of its houses. The typical wooden house of the Oberland is, however, still to be found in the side streets and in the outlying districts. These are frequently inscribed with original aphorisms which are a never-failing source of interest to tourists. These inscriptions do not always refer solely to the trust in God, in which the house has

been built, but often take the form of rough verses on the subject of the local history of the village.

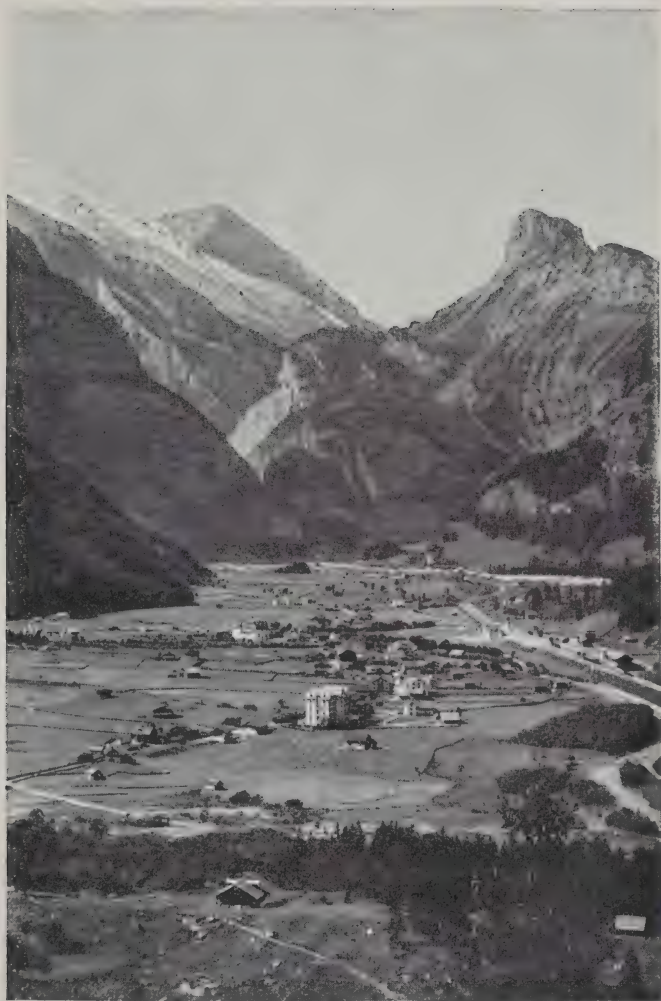
Frutigen has a cattle market of importance. It also manufactures matches and roofing slates, the raw material for the latter being obtained from the slate-quarries in the neighbouring valley of the Engstligen.

## **ADELBODEN.**

From Frutigen we follow the valley of the Engstligen and reach Adelboden (Motor car connection), noted as an Alpine health resort of the first class and one of the chief centres for winter sports. Situated amidst rich green fields, right in the heart of the mountains, and far from the nerve-racking tumult of the world's great cities, this quiet spot forms a perfect oasis of rest and quiet to the recuperating invalid. The main street passes through the old part of the village with its remnants of the former peasants' cottages clustered round the ancient little church built of tufa, which contains interesting medieval frescoes of the Day of Judgement. These old parts of the village are being gradually displaced by the increasing demands of visitors for large hotels and shops. The vicinity of Adelboden abounds in pleasant walks along roads and paths which are almost level. On the other hand it is a centre for mountain climbing. A favourite excursion is a climb up the Wildstrubel (10,670 ft.), which, with the Big Lohner (9980 ft.) dominates the picturesquely situated village of Adelboden. As already mentioned Adelboden is an important centre for winter sports and possesses a large skating rink fitted up on modern lines with comfortable pavilions, tea-rooms, etc. Ski-ing is also indulged in, there being suitable snow fields both near and in the surrounding districts, and hundreds of visitors take part in this healthy and most enjoyable sport.

## **FROM FRUTIGEN TO KANDERSTEG.**

At Frutigen the Bernese Alpine Railway becomes most interesting from a technical point of view. The track climbs gently at the back of the village up the Western sides of the



Phot. Wehrli A.-G., Kilchberg-Zürich.

Kandersteg towards Gemmi Pass.



Phot. F. Rohr, Berne.

Oeschinenlake near Kandersteg with the Blümlisalphorn.



hill on the summit of which are the ruins of Castle Tellenburg. This distinctive mark of past centuries is said to derive its name from the heavy "Tellen" or taxes imposed by the lords of the castle. It is on this section of the Bernese Alpine Railway that we see the first great example of engineering skill, namely a magnificent viaduct of stone consisting of eleven enormous spans over which runs the railway line connecting Tellenburg with the opposite side of the valley. The valley is now gradually hemmed in more and more by the mountains on both sides while down below, scattered about among the meadow lands, we see the hamlets and farmsteads of Kandergrund.

On an open curve we run into Blausee-Mitholz Station. Near at hand, in the forest, mighty forces of nature have built up a wall of gigantic boulders and in the midst of this romantic, rocky wilderness lies the small but wonderfully beautiful Blausee.

The line now makes a big curve in the direction of Frutigen and entering a loop tunnel climbs high over the valley, past the ruins of Castle Felsenburg, through several tunnels, including the Riedschuck Tunnel (nearly a mile in length) through the base of the gigantic Birre rock and, gradually mounting higher, reaches the heights of Kandersteg. Through the last-named tunnel the danger arising from an avalanche coming down the Birre is avoided. The possible danger from an avalanche necessitated extensive works and safeguards above the entrances on the North and South side of the long tunnel which commences at Kandersteg. These are visible with the naked eye from the high look-out on the Fisistöcke at Kandersteg.

## KANDERSTEG.

As the recognised starting point for the Lötschen and Gemmi Pass, Kandersteg has always been an important centre for travellers in modern times. During the early decades of the 16<sup>th</sup> Century the famous Cardinal Matthew Schinner of Wallis was responsible for the transformation of the Wells at Leuk, at

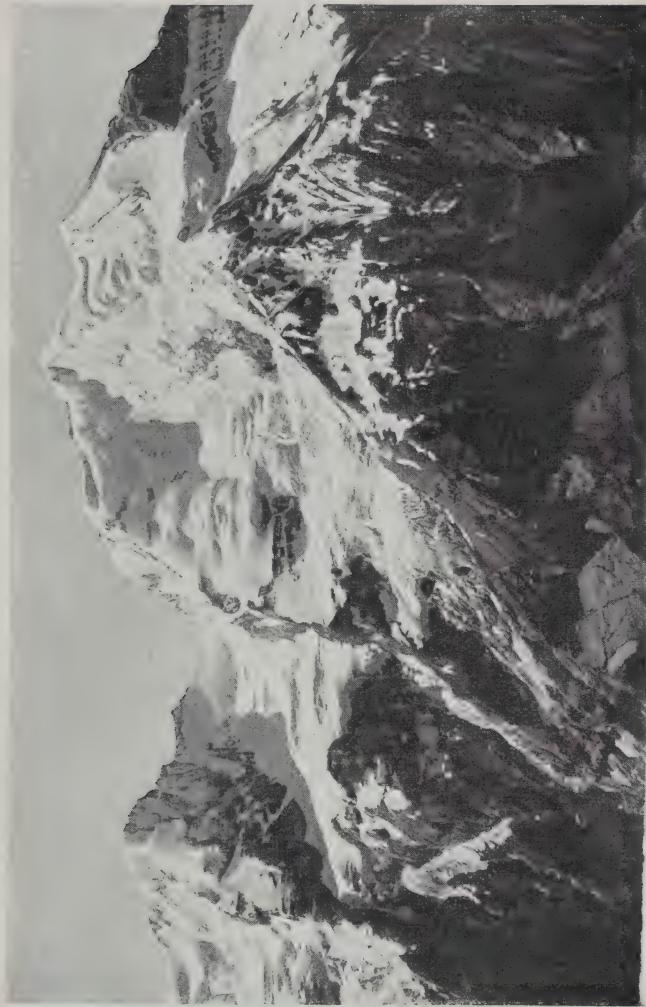
the foot of the further side of the Gemmi, in a great bath establishment and it was due to his influence and energy that its reputation became so widely known. The result was of considerable economical importance to the Bernese Oberland for a steady stream of visitors to the wells from the entire North and North-East of Switzerland as far as Basel and Constance, was constantly travelling over the Gemmi Pass and continued to do so until the advent of the railway. Owing to the beauty of the scenery the Gemmi Pass was also the favourite route taken by tourists.

Nature has indeed been generous to the health resort Kandersteg, for it is surrounded by famous peaks of which the most beautiful are the Bluemlisalp, the Doldenhorn, the Balmhorn and the Altels. The valley is a veritable gem of natural beauty and is considered one of the most magnificent in Switzerland. The near distance is dominated by the giant rocks of the Birre and Fisistöcke and the conspicuous Gellihorn on the Gemmi Pass. To the North the horizon is formed by the clear outline of the Niesen. Additional attractions to this district are the wonderful Alpine valleys of Gasteren and Ueschinen, the wild and solitary Lake Oeschinen and the mighty Falls of the Kander in the Klus.

As a health resort the ground formation of Kandersteg differs from most mountain resorts inasmuch as the valley is a large flat table-land 3950 ft. above sea level, which enables the less active visitors to enjoy walks in the pure, strong Alpine air without becoming unnecessarily fatigued. Nor has the purity of the air been in any way impaired by the appearance of the railway, for the motive power of the line is electricity, and consequently there is no smoke nuisance and no befouling of the air. The neighbourhood of this plain, which extends for several miles, abounds in every direction with most attractive walks and excursions for the lusty pedestrian; the mountain climber is also catered for as the three chalets erected by the Alpine Club bear witness. Among the higher peaks to be climbed we mention the following: — Doldenhorn (11,970 ft.), Frundenhorn (12,030 ft.), Bluemlisalphorn (12,040 ft.), Weisse Frau (12,010 ft.), Morgenhorn

Fründenhorn

Doldenhorn



Phot. Nydegger, Berne.

Fründenhorn and Doldenhorn near Kandersteg.



Phot Wehrli A.-G., Kilchberg-Zürich.

The Gastern Valley seen from Gemmi Pass.



(11,910 ft.), Oeschinenhorn (11,450 ft.), Gspaltenhorn (11,290 ft.), Butlassen (10,500 ft.), the two last in the Kien Valley; then, in the neighbourhood of the Gasteren Valley and Gemmi Pass:—Balmhorn (12,180 ft.), Altels (11,930 ft.), Rinderhorn (11,360 ft.), Wildstrubel (10,670 ft.), Hockenhorn (10,820 ft.), and Sackhorn (10,560 ft.), in the Uschinen Valley and towards Adelboden:—the Tschingellochtighorn (9000 ft.), and Großblohner (10,020 ft.). The following Passes also come in for attention: Hohtürli (8870 ft.) to Bundalp and Kiental continuing over the Sefinenfurgge to Mürren; Lötschen Pass (8840 ft.) to Kippel; Petersgrat (10,520 ft.) to Ried and Kippel; Tschingel Pass (9540 ft.) to Lauterbrunnen; Gemmi Pass (7640 ft.) to Leukerbad; Rote Kuppe (8640 ft.), Gemmi-Adelboden.

Kandersteg is not only a summer holiday and health resort, but is also one of the chief centres for winter sports.

## THROUGH THE LÖTSCHBERG TUNNEL TO GOPPENSTEIN AND OVER THE LÖTSCHEN PASS INTO THE LÖTSCHEN VALLEY.

Previous to the opening of the Lötschberg Railway the only method of reaching the Lötschen Valley was over the rough and difficult Lötschen Pass which rises to a height of 8860 ft. and crosses a small glacier. The road over the pass leads from the most distant part of the Kander Valley, a few minutes walk from the entrance to the great Lötschberg Tunnel, into the Klus, a narrow, steep, rocky gorge down which the Kander rushes headlong in numerous waterfalls. From the entrance to the Klus it is an easy hour's walk on a good road to the tableland of the Gasteren Valley which is bounded on the left and right hand by high, precipitous rocks and is shut in by the distant mountains of the Petersgrat Chain (Sackhorn). Two hours later we reach Selden, a small mountain hamlet with a good inn and occupying an ideal situation amidst magnificent mountain scenery. The highest level of the Pass is reached over the Lötschen-Glacier in a further four hours.

The descent of the Lötschen Pass between Balmhorn and Ferden Rothorn on the one side and Hockenhorn on the other, as far as Ferden or Kippel in the Lötschen Valley, occupies another three hours. The entire journey through the Pass is most interesting and takes about eleven to twelve hours.

The journey by rail is certainly quicker; twenty minutes after leaving Kandersteg we have penetrated the Lötschberg Tunnel, constructed with a double set of rails, and arrive at Goppenstein in the Lötschen Valley. The tunnel itself has a length of 9 miles 140 yards and is the third longest in Switzerland (Simplon Tunnel 12 miles 540 yds., St. Gothard 9 miles 560 yds., Mont Cenis 8 miles, Arlberg 6 miles 630 yds.). The actual time taken to traverse the tunnel is about fifteen minutes, and as the train is driven by electricity the journey is both quiet and free from the inconvenience of smoke and soot. There is no oppressive heat, in fact, the change in temperature is hardly perceptible. From Kandersteg which is at an altitude of 3870 ft., the line rises to 4080 ft. the highest point of the tunnel and then runs down to Goppenstein 4000 ft. The construction of the tunnel was commenced on 1<sup>st</sup> October 1906 and pierced on 31<sup>st</sup> March 1911. The brick work was completed on 22<sup>nd</sup> April 1912, and on 15<sup>th</sup> July 1913 the tunnel, and simultaneously the whole line from Frutigen to Brigue, was opened to traffic.

Goppenstein, at the Southern entrance of the tunnel, is situated in the upper part of the narrow Lonza ravine which begins at Ferden and extends to Gampel in the Valley of the Rhone. The distance between these two places is 5½ miles and in it the Lonza falls from the level of 4390 ft. at Ferden to 2100 ft. at Gampel. The ravine is flanked on both sides by huge mounds of boulders and precipitous rocks. Near Goppenstein are the remains of an old lead-mine.

## THE LÖTSCHEN VALLEY.

From Goppenstein the path—shortly to be replaced by a road—follows the course of the Lonza and leading across meadows brings us in less than an hour to Ferden, the lowest village



Phot. Wehrli A.-G., Kilchberg-Zürich.

Kippel in Lötschen Valley together with Bietschhorn.



Phot. Nydegger, Berne.

In the Lötschen Valley.



in the Lötschen Valley. This valley, which will take the traveler ten hours to walk through, lies between the snow-capped peaks of the Bietschhorn and Petersgrat chain of mountains and is one of the most natural and unspoilt valleys of Switzerland. It is flanked by high mountains and possesses an infinite variety of village and mountain scenery, ideal beauty spots, wonderful luxurious Alpine meadow lands and glittering mountain tops covered with perpetual snow reaching high up into the sky. The most conspicuous of these is the Bietschhorn (13,100 ft.), which sets its seal to the whole valley. In the centre of the closely-packed brown and black wooden cottages stands a small white chapel or, as in Kippel the next and largest village in the valley, a big white church; by the wayside are many plain wooden crosses and at intervals small praying niches let into the wall in front of which the devout inhabitants of the valley stop to offer up a prayer. Beyond Kippel are the villages Wiler and Blatten with their outlying hamlets.

The valley near the end of the Lang glacier, between the pasture-grounds Gletscherstaffel, Fafleralp and Guggistaffel has a height of 6550 ft. The Lang glacier starts at the Lötschenlücke and the snow covered peaks far back in the valley (Schienhorn, Distelhorn, Sattelhorn, Anengrat, Mittaghorn and Grosshorn), all of which are about 12,450 ft. high and down with enormous masses of ice come sliding into the valley.

From the Lötschenlücke (10,620 ft.) a mountain climber's chalet, the "Egon von Steiger-hut", erected by the Berne Section of the Swiss Alpine Club, shows us the way into the valley. It serves for a large number of mountaineering excursions and also for the crossing from the Lötschen Valley to the Great Aletsch glacier (Concordia-Eggishorn, Jungfrauoch etc.). There are two more chalets of the Alpine Club halfway up the Bietschhorn and on the Petersgrat (the Mutthornhut) for the convenience of mountain climbers. Reliable guides for mountaineering are procurable in the Lötschen Valley.

From Ferden at the entrance of the valley a two hours' walk on a good foot-path brings us to the beautifully situated Faldumalp, from which a wonderful general view of the valley







is obtained. After a further two hours' tramp over the Faldumgrat we reach the Niven with its beautiful panoramic view over the whole range of the Wallis Alps from Mont Blanc to Monte Leone, and over a large part of the Bernese Alps and the valley of the Rhone.

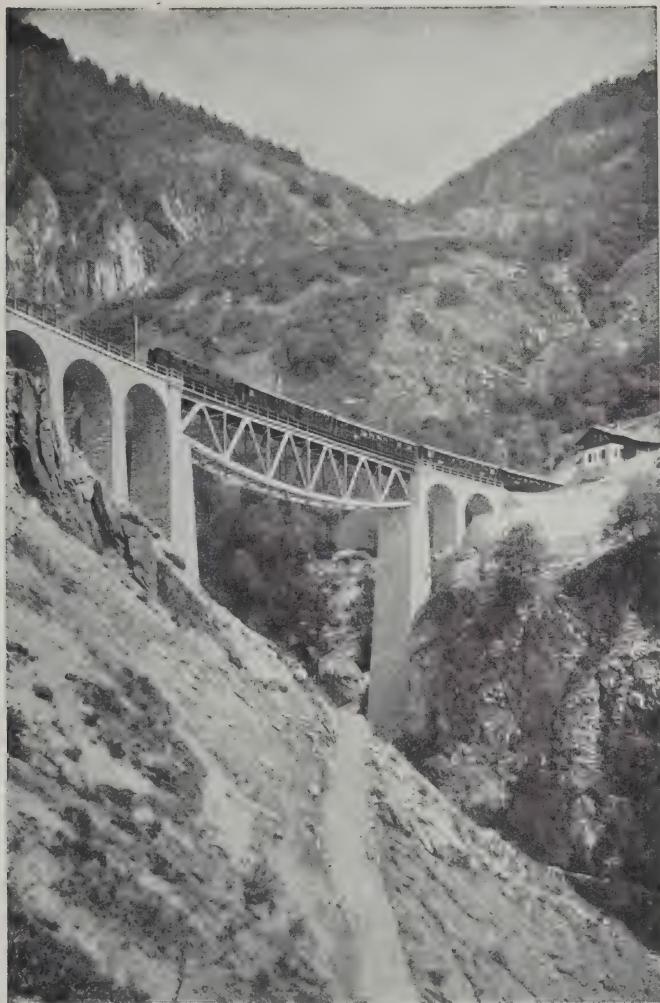
Travellers to the valley will find accommodation at Kippel, Ried, and Fafleralp where well conducted inns are to be found.

## FROM GOPPENSTEIN TO BRIGUE.

Below the railway station the line crosses the Lonza by an arched bridge, keeps on the left side of the Lötschen Valley and alternates continually between tunnels and open country. It takes an easterly direction before reaching Hothen Station and enters the valley of the Rhone at a high level. Soon after leaving Goppenstein we obtain a glimpse of a small portion of the Rhone Valley in the distance, but the whole beautiful picture of the Wallis landscape does not open out until we emerge from the last tunnel just before arriving at Hothen. An expression of surprise and astonishment at the beauty of the scene escapes from everyone who is making this journey for the first time. Suddenly the wide plain of the Rhone Valley is spread out at our feet 1300 ft. below and a wonderful view of the valley is obtained. Straight, white roads traverse the valleys and are frequently intersected by others running at right angles to the river, for instance at Gampel, Niedergestelen and Raron. The Rhone flows through the valleys in a series of straight reaches, zig-zagging across the valley. Halfway between the railway and the valley are the simple and poor looking cottages of Hothen village above the industrial village of Gampel where the Lonza Electricity Works have erected a carbide factory. An electric lift conveys the finished products of the factory from Gampel up to Hothen. From Hothen to Brigue the line runs along the sunny slopes of the South side of the Bietschhorn range of mountains piercing rocks and mountain ridges by numerous tunnels and bridging deep and wild ravines.

The steep slope of the right side of the Rhone Valley cor-





Phototypie Neuchâtel.

The Baltschiederviaduct.



Phot. F. Rohr, Berne.

Ausserberg on the Lötschberg Railway.

responds to the stratification of the rock which outcrops only too frequently and prevents any vegetation except the sparsely growing indigenous rock heather.

Of the 15  $\frac{1}{2}$  miles of railway between Goppenstein and Brigue, 11  $\frac{1}{4}$  miles are in the open. The 20 tunnels have a total length of about 4  $\frac{1}{4}$  miles. The longest of these is Hothen tunnel which has a length of 1093 yards. There are seven viaducts on this route, the most important being the Luegelkinn viaduct which is crossed immediately after leaving Hothen. Worth of notice, too, is the mighty span over the Bietschbach-tobel by an iron single span bridge immediately above Raron.

At Ausserberg the medieval borough of Visp, at the entrance to the fork-shaped Visper Valley, comes into view concealing in the background of its outstretched arms the world-renowned health resorts and holiday centres, Zermatt and Saas-Fee. We cross the Baltschiedertunnel (nearly half a mile in length) which pierces one of the many rocky off-shoots of the Bietschhorn group, the rough sides of which run down precipitously into the valley below forming deep ravines. We emerge from the tunnel near the little church at Eggerberg where we enjoy a wonderful view of the many peaks of the Mischabel Group situated between the two valleys of the Visp with their highest peaks, the Dom (14,950 ft.) and Täschhorn (14,750 ft.) towering high above the glistening glaciers.

An agricultural peculiarity of the Wallis country is found in their irrigation system. This consists of narrow irrigation channels which extend for long distances down the mountain slopes and are sometimes even cut out of the solid rock. This wonderful system of ancient origin, employed on pasture-land, farms, gardens and vineyards and carried out either by the communal authorities or by co-operation between the tenants, is met with in all districts of the Wallis and can be studied from the railway. The water is collected in the mountain gorges, frequently alongside the precipitous rocks, and is conducted through wooden pipes and tunnels which it is often necessary to protect against avalanches. The distribution of the water is officially controlled.

After passing Lalden the train brings us to Brigue, the terminus of the Bernese Alpine Railway and near the North entrance of the Simplon Tunnel. In addition to the Lötschberg Line Brigue is also served by trains of the Federal Railways from the Lake of Geneva and Lake Maggiore, via the Simplon Tunnel. The Furka Railway takes us through the upper Rhone Valley to Gletsch on the famous Rhone glacier. From there the Haslital in the Bernese Oberland is reached via the Grimsel Pass, while the Furka Railway and Furka Pass lead to Andermatt on the St. Gothard and Oberalp Pass, and to Göschenen on the St. Gothard railway route.

Brigue rises picturesquely on the left slope of the valley and has a medieval appearance, an impression chiefly caused by the conspicuous Castle of Stockalper with its three towers overlooking the borough. It was built in 1642 by Baron Kaspar von Stockalper, but has to-day a rather neglected appearance. The courtyard is remarkable for its architecture. It is said of this "great" Stockalper (1691) that he could travel from Lyons to Milan through the Wallis without putting up at a foreign home. Many of the private residences are also built with observation towers which add to the picturesqueness of the borough. Higher up and above the castle is the Church of the Jesuits, one of the most beautiful churches in Wallis. As regards education, Brigue possesses a Cantonal School and a Training College for Women Teachers in the Ursuline nun monastery.

Naters, the village on the North bank of the Rhone, is connected with Brigue by two new bridges. It relinquished, in 1517, its position as capital of the district but still retains its rural character. The famous Simplon road, built by Napoleon I, avoided Brigue by passing through Glis, to the West of Brigue, and followed the slope of the mountain up to the entrance of the Saltine ravine which was crossed by the Pont Napoleon. To-day, of course, all traffic flows through Brigue and the stretch of road just referred to is consequently deserted.

The last station on the Bernese Alpine Railway, Berne-Lötschberg-Simplon, is certainly Brigue and we should have to bring this guide-book to an abrupt conclusion if it were our intention





Phot. Wehrli A.-G., Kilchberg-Zürich.

View of Visp and the Mischabelgroup  
seen from the Lötschberg Railway



Phot. Gilli, Brig.

Zermatt and the Matterhorn.

to confine ourselves solely to this line and its immediate neighbourhood. As, however, we did not start from Thun, the northern terminus of the Bernese Alpine Railway, but from Berne, we feel that we should, in justice to our sub-title, Berne-Lötschberg-Simplon, include a short description of the continuation of the line. Not only shall we consider the Simplon route, but we must briefly mention the branch lines up and down the Rhone valley.

## FROM BRIGUE TO THE GRIMSEL AND FURKA.

The Furka Railway, Brigue-Gletsch-Andermatt-Disentis, leads upwards through the valley. The heavy stage-coaches, often so many that they formed a caravan, have had to give way to the iron horse. Ascending the valley we reach Mörel, whence a good road leads to the Riederalp (6340 ft. above sea level) at the end of the large Aletsch glacier. Opposite the Riederalp, above the valley of the Massa which has its source in the Aletsch glacier, is Belalp (Hotel Belalp, 7000 ft., Monument for the celebrated English natural philosopher, John Tyndall), easily reached from Brigue and possessing a beautiful view of the Aletsch glacier. It is a two hours' uphill journey from Mörel, via Grengiols to Fiesch, in front of which the road opens out into the picturesque Binn Valley whence the Albrun Pass leads into Italy. From Fiesch we require five hours to gain the summit of the Eggishorn (9620 ft.) from which a most wonderful view is obtained. At the foot of this mountain is the famous Lake Märjelen. Village succeeds village up the valley of the Rhone each with its collection of sombre brown cottages and little whitewashed church. At the top of the valley where it narrows down to a wild and rocky ravine, the winding road runs alongside the railway to Gletsch where the Grimsel Road descends from a north-easterly direction from the Bernese Oberland and the Grimsel Pass, while the Furka Road, skirting the beautiful Rhone glacier, rises higher and higher on its way to Andermatt and Göschenen on the St. Gothard route or via the Oberalp Pass to Disentis in the Grisons Oberland.

## FROM BRIGUE TO VISP, ZERMATT AND SAAS-FEE, LEUK, SIERRE AND SION.

Descending the valley from Brigue the Federal Railway brings us in a few minutes to Visp the starting point of the narrow-gauge railway to Zermatt. It is surely useless for us to attempt to describe the beauties of the two Visp Valleys for who has not read or heard enthusiastic descriptions of the wonderful grandeur and beauty of the scenery of Zermatt, Gornergrat, the Black Lake, Saas-Fee, etc., etc. and who has never experienced the desire to see the incomparable grandeur of these scenes or, having seen them, to renew their acquaintance? The wonderful view from the Gornergrat of Monte Rosa, Lyskamm, Zwillinge, Breithorn, Matterhorn, Dent Blanche, Weiss-horn, and of the mountains of the Mischabel Group with their glaciers, the foaming Visp, the dark woods, the charming villages of Stalden, St. Niklaus, Randa, Täsch, Saas-Fee need no recommendation. The Bernese Alpine Railway brings all these pearls of creation considerably nearer to us and invites us to come and feast our eyes upon them.

To the West of Visp at Turtmann is the entrance to the Turtmann Valley with its mountain stream coming down from the glacier and rushing through the ravine, forming a magnificent waterfall. In the centre of this valley so richly endowed with natural beauty lies Gruben-Meiden. One hour's journey to the West of Turtmann, and at an altitude of 320 ft. above the Rhone Valley, is the village of Leuk situated on the steep sunny slope of the mountain side on the road—and electric railway route—to Leukerbad. From Leukerbad the Gemmi Pass—a bridle path—ascends over precipitous rocks to the summit 7640 ft.). This pass is a great favourite with tourists. The Torrenthorn (9840 ft.) is easily and comfortably reached from Leukerbad and the view from the top is magnificent. Another hour's journey westward (by rail from Brigue in 40 minutes) lies Sierre nestling amidst luxurious vineyards and orchards and which is becoming more widely known and esteemed as a winter resort on account of the mildness of





Phot. Wehrli A.-G., Kilchberg-Zürich.

The Matterhorn seen from Riffelalp.



Phot. Wehrli A.-G., Kilchberg-Zürich.

Domodossola with Mount Calvario.

its climate. It has acquired some reputation on account of the quality of its wines (Malvasier, Dole and Fendant), while the old and peculiar construction of its houses is of great interest.

Beyond Sierre, at a level of 4920 ft. and connected with it by a cable railroad, are the health resorts, Montana and Vermala, amidst the most lovely Alpine scenery and surrounded by beautiful lakes and green woods. A most magnificent view is obtained from here over the whole Rhone Valley and the Wallis Alps. Opposite Sierre is the beautiful Eifischtal (Val d'Anniviers), one of the most important lateral valleys of the Rhone Valley, with the villages of Vissoye, Saint Luc, Chandolin, Grimetz and Zinal. Further down the valley we come to Sion, the capital of the Canton of Wallis, at the South entrance to the Eringertal (Val d'Hérens), in the background of which are Evolena, Les Haudères and Arolla. Beautiful woods, picturesque waterfalls and incomparable glacier fields combine to make the Eringertal, one of the most beautiful valleys of Wallis.

## THROUGH THE SIMPLON TO LAKE MAGGIORE.

In conclusion let us turn our attention to the natural extension of the Bernese Alpine Railway, namely the Simplon line. The Simplon Pass, constructed by Napoleon I. over 100 years ago, winds up the mountain from the level of 2230 ft. at Brigue to an altitude of 6560 ft., then descends to 2070 ft. at Iselle and to 900 ft. at Domodossola, while the Simplon Tunnel, 12 miles 540 yards long, and rising to a height of 2310 ft., pierces the huge Monte Leone in a straight line, and in a few minutes we find ourselves again in the sunshine in Iselle on Italian soil. Following the course of the madly rushing Diveria, we dash along in the express train past typical Italian villages and villas, churches and chapels, on towards Domodossola in the valley of the Toce (Val d'Ossola). It is here that luggage is examined by the Customs. From Domodossola, going East, a good road leads via Santa Maria Maggiore and through the Centovalli (Val di Vigezzo) into the Maggia Valley and to Locarno on Lake

Maggiore. Another road leads via Santa Maria Maggiore and then goes South to Canobbio, also on Lake Maggiore, while to the North lies the beautiful valley of the Toce, the Antigorio Valley (Valle d'Antigorio) with the villages Crevola, Grodo, Premia and Unterwald. From Unterwald the Gries Pass leads to Ulrichen in Oberwallis and the S. Giacomo Pass to Airolo in the valley of the Tessin (Bedretto).

Travelling from Domodossola in a southerly direction we traverse the fertile valley of the Toce and arrive at the most beautiful bay on the shores of Lake Maggiore, and then Baveno, Stresa, Pallanza, Intra, Laveno, the wonderful Borromean Isles, Meina and Arona, in the divine glory of Italian landscape. A perfect Italian sky above blossoming flowers, scintillating blue waves, the sweet scent of flowers wafted on a warm wind, on the horizon the noble outline of majestic peaks completes a perfect picture combining beauty of landscape with fertility of soil.

Our journey continues as through fairyland until we arrive at the gates of the cities: Milan, the Queen of Lombardy; Turin, the beautiful metropolis of Piedmont, or through the plain in the valley of the Po and the Appennines to Genoa, the mistress of the Mediterranean. Other impressions of quite a different character await us here in never-ending variety. Historical reminiscences, art treasures, impressions of the extent of industrial development and industry, magnificent buildings and monuments, international trade, all these assail us and give us cause for wonder.

Yet, in spite of all, the wonderfully sublime impressions of our Northern valleys and lakes, pure snow mountains and our in-born culture remain inextinguishable and with a certain homesickness we long to be home again. Happy, he who is fortunate enough to be able to enjoy all the beauties of such a journey. Happy he, too, be he King or peasant, whose love for his own home calls him back from wanderings so attractive. The love of home is the surest measure of the beauty and greatness of the world.







Phot. Wehrli A.-G., Kilchberg-Zürich.

Isola Bella (Boromee Isles) on the "Long Lake" (Lago Maggiore).

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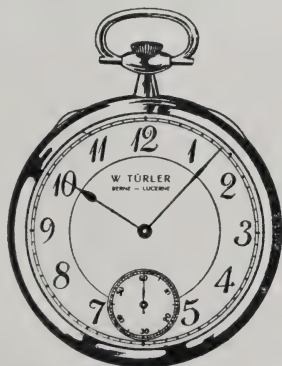


# BERNE Bellevue Palace Hotel

The finest example of modern Hotel architecture and equipment.

*Manager: F. EGGIMANN*

## FIRST CLASS SWISS = WATCHES



OLD SWISS FIRM  
founded 1871

W. Türler  
BERNE

Rue du marché 27  
near clock-tower  
and Palace Hôtel

Same house

ZÜRICH, Paradeplatz  
Hôtel Baur en Ville

# GRAND HOTEL & BERNERHOF BERNE

First Class Hôtel, frequented by the best international society.  
Incomparably beautiful and quiet situation between the Federal-Palace  
and fine Public gardens, near railway station.  
Splendid view of the Alpes.  
Open air Restaurant. Large Hall and Public rooms.

KRAFT, sons, propr.

## BERNE HOTEL SUISSE

Only first class Hotel opposite the Railway station  
:: with 200 beds and all modern improvements ::

Most elegant and spacious Public rooms.

Private apartments with bath and toilet.

Hot and cold water and telephone in every room.

GRAND CAFÉ-RESTAURANT

Moderate prices

LOUIS SUTER, Manager

**BERNE,** the picturesque capital of Switzerland, always exercises a great attractive power through its characteristic aspects and its marvelous natural location. The old quarters have kept their fascinating mediaeval appearance, which the artistic towers and the many curious fountains render still more striking. From lofty terraces, fine promenades and mighty bridges across the river Aare the visitor enjoys a splendid view of the Bernese Alps. Large woods bordering the town, numerous sights and entertainments (Kursaal, with fine orchestra, casino, riding, fishing, tennis, etc.) render a stay at Berne extremely agreeable.

For further information and pamphlets apply to the

**OFFICIAL INQUIRY OFFICE** (at the Railway Station), **BERNE**



The Entrance to the Bernese Oberland and most popular English and American Resort

# THUN

The leading Establishment situated in splendid Park on the shore of the Lake

Season: April to October



## GRAND HOTEL & THUNERHOF

THOROUGHLY FIRST CLASS. ENTIRELY MODERNISED IN 1918

## HOTELS BELLEVUE & DU PARC

HOME-LIKE COMFORTS :: BEST-REPUTED FAMILY HOTELS

English Church in the grounds. 3 Tennis courts. Croquet. Auto-Garage

## OBERHOFEN HOTEL MOY

(Lake of Thun)

ANGLO-AMERICAN-HOUSE



100 beds. — Recently renovated and enlarged. Splendidly sit., fine view of lake and Alps; large terrace with veranda. English church. Reading, smoking and sittingrooms, orchestra, indoor-amusem., lounge, lift, baths, electric light, C. H., tennis, garden. Telephone No 4

Mme A. Bugger-Maillat, Propr.

AN ARTISTIC

## Relief map of the Bernese Oberland

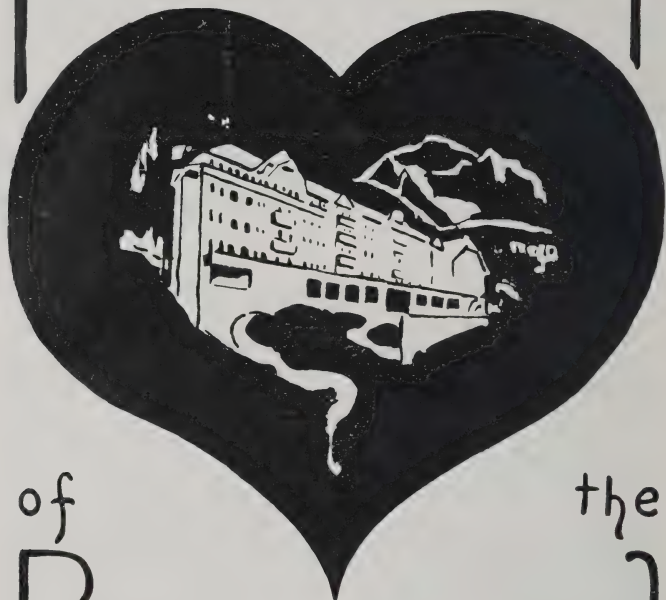
IN CURVES, LINES AND COLOURS

can be obtained at every station of the  
BERNESE ALPINE RAILWAY

(stations THUN to INTERLAKEN and SPIEZ to BRIG)  
furthermore on the stations SPIEZ to ZWEISIMMEN  
and on the steamers of the LAKES OF THUN and BRIENZ

at the price of 3.50 francs

IN THE HEART



of the  
Bernese Oberland  
visitors will find  
all comfort and  
convenience at the  
**PALACE HOTEL**  
**! WENGEN !**



# Jungfrau- & Schynige Platte-Railway

Full informations from your Hotel

## GRINDELWALD REGINA-HOTEL-ALPENRUHE

WINTER SPORTS



SUMMER SEASON

Most up to date first class hotel facing lovely mountain scenery.  
Patronised by English and Americans. — Skating rinks. — Auto-Garage.  
Tennis Court.

Switzerland's Pride



## Bear Brand Swiss Milk

Sterilized natural

Unsweetened condensed

Sweetened condensed

**Bernese Alps Milk Comp.**

**STALDEN, Emmenthal**

**Switzerland**





IN THE HOTEL-PARK OF THE

**Grand Hotel**

**GRIESALP**

in the KIENTAL

1510 m

Station Reichenbach  
of the Bernese-Alps-Railway  
Bern-Lötschberg-Simplon

**Ideal**  
**Summer Resort and Winter Sport Place**  
**in the High Mountains**

Pamphlets from the Management

# KANDERSTEG

on the international Line

**Bern-Lötschberg-Simplon**

1200 m a. s.

SUMMER AND WINTER RESORT  
OF 1<sup>st</sup> ORDER

HIGH MOUNTAINS

Splendid walks to the **Oeschinensee,**  
**Gastern Valley, Gemmi, Blausee, &c.**

Prospectuses for Hotels and Chalets from the proprietors  
and the Enquiry Office Kandersteg

## A TRIP

:-: from Berne, Thun or Spiez :-:  
to

Kandersteg or Brig in the Oberwallis

is <sup>7</sup>one of the

most **charming** and **delightful**  
**excursions**

It offers most splendid landscape views, as  
well as views on the pleasing lake of Thun  
and a part of the majestic mountains of the  
Bernese Oberland and the Oberwallis

FROM SPIEZ TO BRIG **ONE HOUR BY RAIL**



# Zermatt

5313 feet

The most Delightful Summer Resort at foot of  
**Matterhorn and Monte Rosa**

14776 feet

15212 feet

Viège — Zermatt — Gornergrat-Railways

Seilers Hotel **MONT CERVIN**

Seilers Hotel **MONTE ROSA**

" " **VICTORIA**

" " **RIFFELALP**

" " **BEAU-SITE**

" " **SCHWARZSEE**

Buffet de la gare Zermatt

# KURSAAL "SCHÄNZLI", BERNE

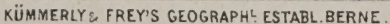


**S**plendid new establishment in large shady gardens with magnificent view of the town and the Alps. The most agreeable and frequented pleasure resort of Berne, rendez-vous of travellers. Gaming tables, reading room, afternoon and evening concerts by first class orchestra.

Well assorted buffet, American Bar, five o'clock tea.

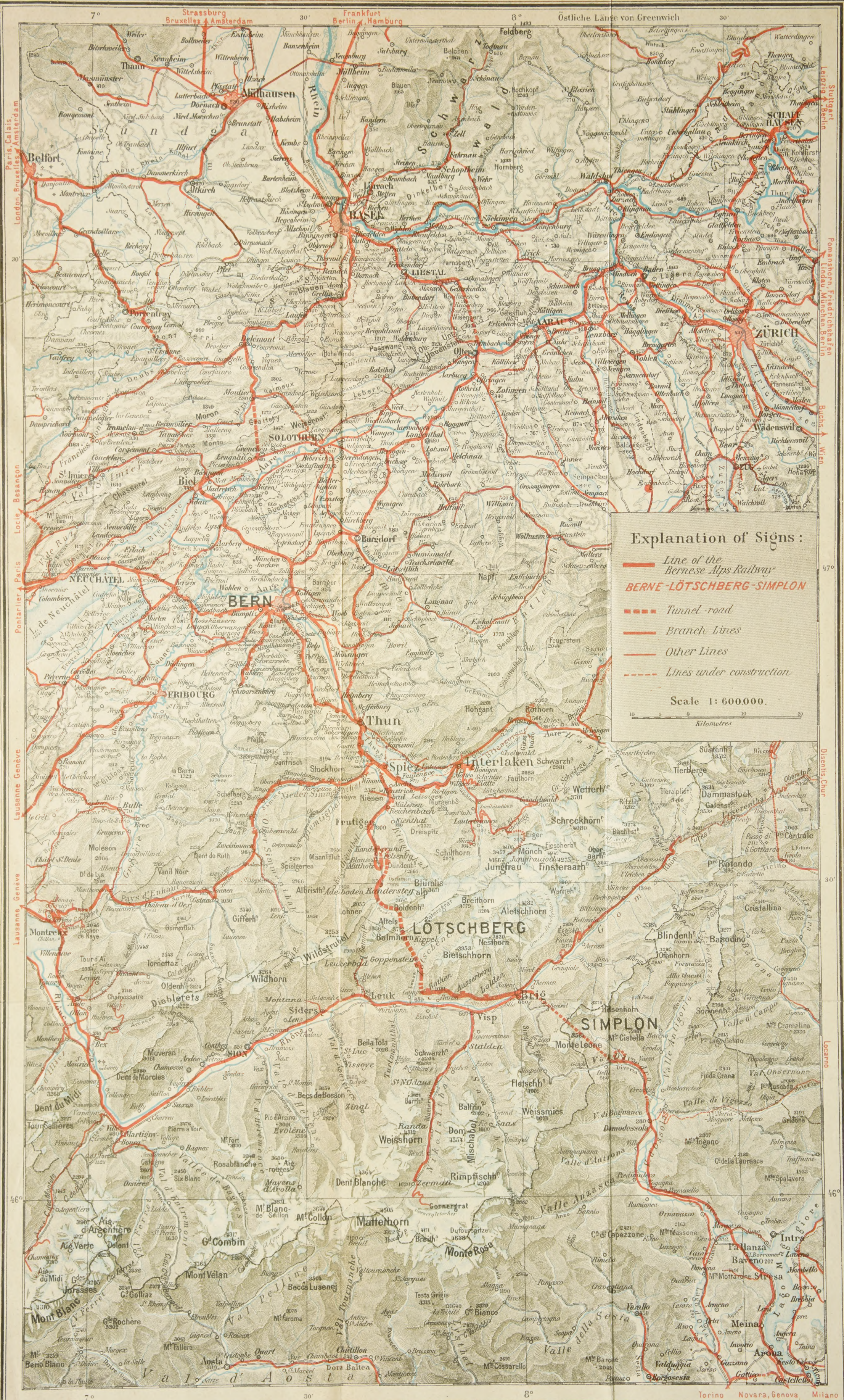


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# MAP OF THE BERNESE ALPS LINE BERNE-LÖTSCHBERG-SIMPLON







# The Playground of Europe

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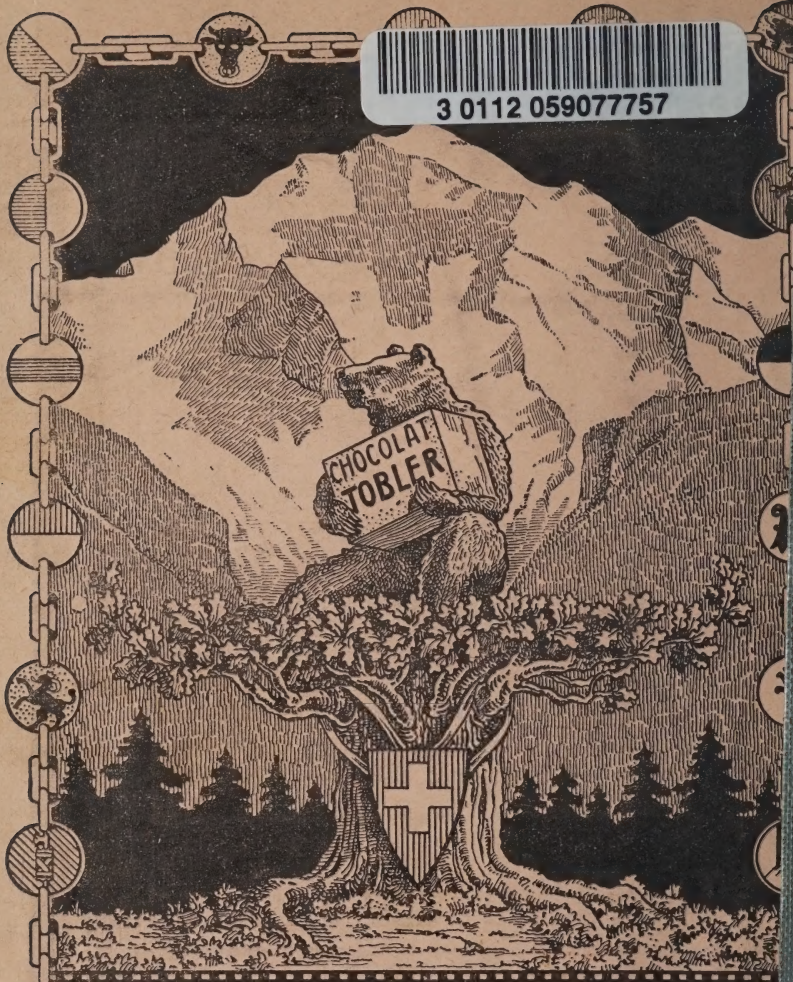
**GRINDELWALD  
LAUTERBRUNNEN  
WENGEN / MÜRREN**

Schynige Platte and Jungfrau-Railway

All Sports in the Heart of the Mountains



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# **Tobler** Superfine Swiss Milk Chocolate

Manufactured exclusively in Switzerland, at Berne

LIBERTÉ  
PATRIE